



National Transportation Safety Board

Washington, D.C. 20594

Office of Marine Safety

Interview Summary

Date: February 11 & 14, 2007

Location: On board M/V Kition at Baton Rouge. LA

Person Interviewed: Damir Grubisic, Chief Officer

Interview Conducted By: W.R. Woody
Liam LaRue

Mr. Grubisic was interviewed concerning the collision of the M/V Kition with the bridge pier of the I-10 highway bridge at Baton Rouge, Louisiana, which occurred on February 10, 2007. (DCA07FM013) The text that follows is not a verbatim record of the conversation. It has been developed from my handwritten notes of the conversation and is correct and complete to the best of my knowledge and recollection.

Mr. Grubisic was provided a copy of the interview summary for review.

INTERVIEW

Mr. Grubisic arrived on the Bridge about 0645. The third officer was conducting steering tests at the time. He stated that the switch for the main whistle was turned off when it was tested and that he had turned the switch to on and the whistle worked fine. He cited that it was a minor mistake by the new third mate, who had recently reported on board. He mentioned that the emergency whistle was on and working. At that time the master and the pilot were already on the bridge. He had no conversation with the pilot and did not hear any of the pilot's and master's conversation.

His duties were to operate the telegraph to control the engine, monitor the radio, and keep the bell book, a log of evolutions associated with the undocking. The ship had bridge control of the main engine and a bell logger recorded the engine speeds ahead and astern. The bell logger was about two minutes slower than the bridge clocks. He kept the bell book according to the bell logger time. He also observed the rudder angel indicator and the actions of the helmsman to ensure the pilot's orders were carried out. He experienced no problems hearing the pilot's orders.

He recalled that the master and pilot were on the port bridge wing while the mooring lines were being taken in. The last line to be taken in consisted of the two after spring lines. When the spring lines were in the pilot started moving the ship away from the dock. The pilot and master moved to the starboard bridge wing after the vessel moved

away from the dock. Mr. Grubisic stated that there were no problems with taking in the mooring lines and that none of the lines got caught on the dock or were fouled in any way. He recalled that the vessel was about 10 meters from the dock, and still parallel to the dock when it started turning to the right.

He recalled the order for full astern shortly before the collision, and that the engine had reached 80 RPM astern. He recalled that the engine was already running at full astern when the second officer on the bow reported that the vessel would strike the bridge and urged that the vessel be backed.

He recalled that the pilot used his cell phone after the collision.

Personal Information: Mr. Grubisic, age 34, was from Croatia and his home address was Smrika, Croatia. He had attended the Bakar nautical college between 1987 and 1991, graduating in 1991. His first ship was as a deck cadet in 1992. Various assignments are as follows:

- 1992 Ordinary seaman
- 1993 Cadet
- 1994 Military duty
- 1995 Third Officer (2 ships)
- 1997 Second Officer (4ships)
- 1999 Became Chief Officer

Mr. Grubisic stated he was in good health. He had taken some cough syrup recently.

END OF INTERVIEW

W. R. Woody
Marine Accident Investigator